

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

an individual

Which of the following best describes you? (If you are a professional or academic, but not in a subject relevant to the consultation, please choose "Member of the public".)

Member of the public

Please select the category which best describes your organisation

No Response

Please choose one of the following; if you choose the first option, please provide your name or the name of your organisation as you wish it to be published.

I would like this response to be anonymous (the response may be published, but no name)

Please insert your name or the name of your organisation. If you choose the first option above, this should be the name as you wish it to be published. If you choose the second or third option, a name is still required, but it will not be published.

Please provide details of a way in which we can contact you if there are queries regarding your response. Email is preferred but you can also provide a postal address or phone number. We will not publish these details.

Page 7: Your views on the proposal

Q1. Which of the following best expresses your view of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit.

Fully opposed

Q1. Which of the following best expresses your view of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit.

Please explain the reasons for your response

20 mph produces more exhaust per distance travelled, a car is designed to move, not nearly sit idling. You are more likely to be in 3rd gear at 30, but 2nd gear at 20. With that in mind, how much fuel are you using? 20 mph will just encourage drivers to do something else, rather than focusing on driving. Pedestrians will start assuming that all cars can and will give way to them, thus increasing accidents. If pedestrians acknowledge that cars move around, and stay off the road, this will have a far better result in safety. Some roads through towns and cities are urban thoroughfares, with no roads joining them, no pedestrians, well away from houses. 20 mph would be pushed here as it would be an easy money earner to fine anyone breaking the limit. 20 mph will just encourage drivers to not think about their surroundings, and only drive at 20. If drivers are encouraged to look at their surroundings and drive accordingly, they can slow down below this past schools, but keep traffic flowing on urban thoroughfares. This will continue on motorways and large roads, where they will slow down through roadworks, and not blindly stare at the speedometer.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

Please explain the reasons for your response

The proposal should be changed to encourage drivers to respond to road conditions and positions, not just a blanket speed reduction.

Q3. What do you think would be the main advantages, if any, of the proposal?

More traffic jams, more distracted drivers.

Q4. What do you think would be the main disadvantages, if any, of the proposal?

Slower moving traffic meaning more time spent behind the wheel.
Increased quantities of fuel used, resulting in more exhaust gases.
More traffic jams.
Drivers not paying attention to the roads, they stare at the speedometer.
Pedestrians always assuming that all roads are slow and can be walked across.

Q5. What other measures do you think would be needed to maximise compliance with the new national 20mph speed limit on restricted roads, for example in relation to advertising signage and police enforcement.

More done to encourage drivers to drive to conditions. There is a lot more to the standard of driving than purely speed. - Lane discipline, learning to merge in turn, keeping box junctions clear - these are 3 ways that would help keep traffic flowing more smoothly than just a blanket speed reduction.

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

	Significant increase in cost	Some increase in cost	Broadly cost-neutral	Some reduction in cost	Significant reduction in cost	Unsure
Scottish Government		X				
Local Authorities	X					
Motorists	X					
Other			X			
Police Scotland						

Please explain the reasons for your response

The Scottish Government will have to pay for all the new road furniture, markings etc. Local Authorities will have to pay to enforce all this, there are far better things to be doing with the time and money. Motorists will have to pay for more fuel, more traffic fines.

Q7. Do you believe there will be any other benefits to reducing the speed limit from 30mph to 20mph?

No, I cannot see any benefits to a blanket reduction in the speed.

Page 14: Equalities

Q8. What overall impact is the proposed Bill likely to have on the following protected groups (under the Equality Act 2010): race, disability, sex, gender re-assignment, age, religion and belief, sexual orientation, marriage and civil partnership, pregnancy and maternity?

Neutral (neither positive nor negative)

Please explain the reasons for your response

This bill would have no impact on any of the above.

Q9. Could any negative impact of the proposed Bill on any of these protected groups be minimised or avoided?

The bill would be negative against any drivers, so will create a new group of minorities.

Page 16: Sustainability of the proposal

Q10. Do you consider that the proposed Bill can be delivered sustainably i.e. without having likely future disproportionate economic, social and/or environmental impact?

No

Please explain the reasons for your response:

I cannot see a way of this improving in the future.

Page 17: General

Q11. Do you have any other comments or suggestions on the proposal to establish a 20mph default speed limit on restricted roads?

All comments already given.